

The Decision Is Due

The City Council's reluctant approach to the proposal to open Madrona Avenue south of Sepulveda Boulevard as a major traffic artery is understandable. No office holder relishes the job of acting in the face of opposition from those who elect him.

Sometimes, however, the greater public good transcends the wishes of one group, and in this case the councilmen someday are going to have to face up to the need for Madrona Avenue, probably Maple Avenue, the new freeway, and other streets and boulevards to carry what is becoming a strangling load of traffic.

It is unfortunate from the viewpoint of homeowners when they have to give up some degree of privacy and suburban seclusion to permit the movement of automobile traffic.

That is the price of the times in which we are living, and those nearest huge commercial magnets such as the Del Amo Center can expect to pay the heaviest price.

Residents of the Torrance Heights area are struggling to keep the heavy traffic away from their homes, but it has to be a losing battle. Sooner or later, the City Council is going to be forced to open up Madrona Avenue—commercial development of the area dictates it.

The City Council is only putting off the day of reckoning when it defers a decision on the matter. Railroad or no, resident protest notwithstanding, the street will be needed soon.

The decision should be made now.

Don't Be a Litterbug

Why do people litter their towns and cities and the countryside? This distasteful condition persists despite the concerted campaigns of civic organizations, governmental agencies and many individual citizens groups.

The basic reason for the problem is that many people are just thoughtless. Too many of us simply feel no personal responsibility for the appearance of our communities. An ever-stretching network of highways, increased travel, greater outdoor recreational facilities, and more leisure time all combine to provide even more opportunities for the litterbug.

Keep America Beautiful Inc., the national public service organization for the prevention of litter, offers suggestions how everyone can help in the litter fight. They are:

- Keep your own home and property litter-free.
- Carry a litterbag in your car or boat. Always dispose of trash in a proper receptacle.
- Urge municipal officials to provide adequate collection and disposal facilities and a sufficient number of receptacles for street trash.
- Cooperate with others working to eliminate litter in your community. If there is no litter-prevention program in the area—start one.

Remember that litter is a costly eyesore that blights and corrodes, lowers property values, discourages tourists, and alienates potential new business and industry. Everyone should help eliminate litterbugging.

Opinions of Others

... most human beings, it is invariably discovered after the critical language barrier is overcome, are rather more alike than unlike. Cut them and they bleed. Hurt them and they weep. Hit them and they hit back. Love them and they love... The first step on the long, hard road to mutual understanding is to cultivate a resistance to thinking of other nationals in terms of stereotypes.—Wareham (Mass.) Courier.

Crime has risen six times as fast as our expanding population. For the first time, more than three million serious offenses were recorded in the country last year. J. Edgar Hoover, director of the Federal Bureau of Investigation, declares that no effective substitute has ever been found for the time-proven deterrents to crime. These are certainly of sure detection, swift apprehension and realistic treatment under the law. Anything that impedes these deterrents impedes the preservation of law and order and decency.—Santa Paul (Calif.) Chronicle.

Within the United Nations lies the potential solution to many of the pressing world problems. We have become convinced in recent months, however, that the United Nations—as an international political entity—will be useless unless it is restructured.—Brownsville (Pa.) Telegraph.

For quite some time now we have been a little more than mildly puzzled about these campus cutups who seem to have time and money for everything. We read about them in the newspapers and we watch them on television as they stage sit-ins, demonstrations and marches, as they smoke pot, stay up all night arguing the pros and cons of free love, travel hundreds of miles to spend riotous Easter vacations in Florida... Now what puzzles us, who is paying to keep these kooks in school?—Lead (S.D.) call-Pioneer Times.

The people elect men and women to public office, presumably because of the confidence they have in them. The people, rightfully, expect these officials to act in the people's best interest at all times. However, this confidence does not preclude the people's right to observe in person or to be informed of all actions taken by their chosen representatives.—Louisburg (N.C.) Franklin Times.

It'd Save Our Brakes If—



HERB CAEN SAYS:

Worried About Fate of Servicemen? Send Cash

Memorable quote from a Navy pilot who returned to San Francisco aboard the USS Enterprise: "When you score and get back, there's a feeling you've made a tremendous contribution to whatever our aim is up there in North Vietnam." What ever it is, it's nice that he lived to tell about it, whatever it is... George N. Handley III found out the hard way: If you write to Washington to find out whether a friend or relative has been killed in Vietnam, your letter will be returned—UNLESS you enclose \$1.50 ("check or postal money order" for this service... The Villa Marbona, a restaurant in N.Y., is advertising in the nat'l magazines that it has "just possibly the best Italian food between Naples and San Francisco," and they gotta be kidding. Good Italian food in NAPLES??

Cable car conductor Ray Slate was so smitten by a beautiful girl who boarded his Hyde St. cable that he dug down for the 15 cents himself and beamed "You don't have to pay." When she started to thank him, he orated: "Don't thank me. Thank your mother and father who in you have fashioned a supreme example of genetic evolution stretching back to the dim and misty beginnings of time." She just stood there, mouth open, for two blocks (tourist season brings out the best in our cable car crews).

World traveler Ronnie Kemper, San Francisco Pfc's Club's favorite pianist, is now entertaining at Le Corsair in Algiers. Enroute, he stopped off in Geneva for the Swiss Fourth of July celebration and listened to a lackadaisical Swiss National Anthem, which sort of meanders around. "It's pretty," Ronnie said to a Swiss friend, "but it's not like the Marcellaise or the Star Spangled Banner, is it? I mean, it doesn't make you want to run right down and

enlist." Swiss friend: "That's the idea. We find it quite disarming."

Oh, What a Girl is Sylvia Taylor, whose great & good friend is Bob Goode, ast. mgr. of Tahoe's Crystal Bay Club! When she needed him about his sloppy appearance the other day he bought an expensive pair of blue slacks and a blue sportshirt and rang her doorbell, expectantly. After silently appraising him from head to foot, she sneered: "The TV set is in the corner—I think the picture tube is shot." Owwww.

Foxy March Maslin has the riposte for California wine buffs who say they "can't abide the foxy taste of New York State wines": N.Y.

San Francisco

wineries import a million gallons of neutral Calif. wine a year to blend with their grapes, and how now? ... How high can you get to get high dept: Wilderness Press of Berkeley is issuing invitations to "Cocktails at 5 p.m. Saturday, Aug. 12, at Latitude 37 degrees 5'44" N., Longitude 118 degrees 32'59" W., Elevation 11,300 feet above mean sea level," to launch fittingly a book titled "Sierra South." Bring your own horse. Parking will be provided.

NOW, THEN, about the Margot Fonteyn-Rudolf Nureyev encounter with the politzi (the two were arrested when the police raided a wild party in the Haight-Ashbury district). At Park Station, Rudi began to sing "San Francisco," in the ancient MGM style of Jeanette McDonald, whereupon a cop snapped: "Knock it off—you're not THAT big a name." (But still too formidable a name for the booking officer to spell.) Thus deflated, Nureyev contented himself with camping

Morning Report:

Richard Nixon's tour of the Middle East is finished—finally. And I have a feeling nobody is happier than the traveler himself. It wasn't only the heat and the war.

But a candidate on tour must come up with wise statements to prove how much he is learning on the scene. Nixon was not too lucky with his first pronouncements. "There will be no war in the Middle East" and, after the shooting started, "It will be a long war." Egypt ruined the former and Israel the latter.

Undaunted, the leading candidate for the Republican Presidential nomination now proclaims: "The next war in that area will be a world war." If by some chance he is proven right this third time around, there may be nobody left to vote for him. That's politics for you.

Abe Mellinkoff

AFFAIRS OF STATE

State Clamping Down on Private Use of Vehicles

By HENRY C. MacARTHUR
 Capital News Service

SACRAMENTO — One of the biggest gripes taxpayers have had for these many years has been over the excessive use of state automobiles on the part of state employees for their private business.

It has been a long time since workers in private business in the Sacramento area have been able to get down-town from any outlying region without having to dodge state cars.

Although off and on attempts have been made to control this going to and from work in state cars have been made, those who have been able to get their hands on state transportation seem to have managed some way or another to keep this free transportation going.

Not only have state cars, bought and paid for by the taxpayers of California, been used for transportation to and from work, but it has not been infrequent to see state employees doing their Saturday shopping, and making trips with their families on Sunday.

Complaint for a time was that the state didn't have enough garage space to store all its cars overnight, and consequently was avoiding building more housing

for its automobiles by allowing employees to store them at home overnight.

This worked for a time, until someone suggested that there might be too many state cars in operation, and that it would be a good idea to cut down on the number purchased.

While this situation is not due to change overnight,

Sacramento

General Andrew H. Lohli, director of the department of general services, plans to make some drastic cuts in the use of public transportation for private usage.

The general reports that already a reduction of some 15 per cent in the state's over-all gasoline bill has been effected. Such economies are requiring that two or three state employees travel in one car when going to distant meetings, rather than taking two or three cars, as being suggested.

Lohli is surveying the various departments, particularly with regards to the lists of persons authorized to keep state cars overnight.

He found that in 1964, there were 918; in 1965, 1,031; in 1966, 966, and presently, there are 817 state cars authorized to be

out of the state garage overnight. This figure may be reduced even more this year.

It must be recognized that certain fields of state work actually require the 24-hour use of a state automobile, especially in fields where emergencies can arise, or where certain law enforcement officers may be called to duty at any of the day or night.

But generally, it is known that while some transportation in state cars may be necessary, much of it is a matter of convenience.

For instance, there is the matter of attendance of state officers at conventions, held in such places as Lake Tahoe, Palm Springs, and other well known vacation resorts. Whether such attendance is necessary on behalf of the public health and welfare long has been open to question.

Then too, there is the use of state cars to transport officials to and from airports, when in effect, public transportation does just as good a job for a lot less money.

So any efforts General Lohli makes to return use of these automobiles to the field of necessity, will be much appreciated by the taxpayers.

ROYCE BRIER

Shuffle in Vietnamese Election Slate Sudden

Apparently the United States is what, in our patois, is called a born loser in Vietnamese politics.

Two Presidents have pinned their hopes on several South Vietnamese leaders, and all have gone overboard. The latest is Premier Nguyen Cao Ky, the flashy and chatty little air marshal who has been running things.

If the country reaches a Sept. 3 presidential election without a coup, and a new military junta taking over, it — and the Americans — will be lucky.

For some weeks Ky had been campaigning for the presidency, and on the surface he looked like a winner. But he wasn't. He will now stand for second best after a murky inner battle among junta members.

The United States has officially treated Ky like a winner since February, 1966, when President Johnson huddled with him in Honolulu and indulged in some

admiring oratory. This meeting was supposed to deal with social reform in South Vietnam, but in the 16 months since, social reform has not been notable.

With Honolulu, Mr. Johnson has three times given Ky the "that's my boy" pitch. Last October he went to Manila for a "summit" meeting, Ky attending. Nothing extraordinary resulted. Last

spring he met Ky in Guam to introduce him to the new American Ambassador Ellsworth Bunker.

Ky had no sooner announced his September candidacy than he was followed by his chief of state, Nguyen Van Thieu. Then one Duong Van Minh, a former premier exiled in Thailand, sweetened it by registering. Saigon observers say the junta won't let him return to Vietnam to campaign.

What happened last week

was that Ky and Thieu reached an agreement by which Thieu will run for president, with Ky on the ticket for the vice presidency.

The word agreement is obvious glossing for what has been going on. Though a government source said Ky made a "patriotic sacrifice," Saigon believes he was forced off the top ticket.

It may be he faced a revolt within the junta, and that had he refused to step down it would have precipitated violence. Whether a cooperative ticket can hang together for two months is a question.

As you would expect, American officials in Saigon, not to mention Washington, were taken by surprise. Officially, Americans have shunned any part of the election, but unofficially they didn't shun. Dispatches say Ambassador Bunker favored Ky, naturally, since his Washington bosses have been stuck with him.

Ky was not the most comfortable ally ever seen. He was prickly in meetings with American officials, and was frequently plain-spoken on delicate policy matters touching the American presence.

Saigon says Thieu is austere, but is a behind-the-scenes operator. Manifestly he was that last week. Whether he's an improvement over Ky, you guess. Nothing improves much out that way.

Quote

It's not money that causes so much trouble, but the misconception that a lot of it can be had for nothing.—Joseph M. Shaw Jr. in the Centra County (Ala.) Herald.

A lot of men do not want to make footprints in the sands of time because they do not want someone following them.—George B. Bowra in the Axtec (N.M.) Independent-Review.

We are putting too many people in correctional institutions and keeping them there too long. In California, 44 per cent of the identified offender population is incarcerated, while the national average is only about 33 per cent.—Richard A. McGee, retiring as state corrections chief.

WILLIAM HOGAN

Conot Writes a Detached Analysis of Watts Riots

Bantam Books has released a paperback original in the San Francisco region, a "test" before the national publication of the book on Aug. 1. Normally I pay little attention to merchandising campaigns, but "Rivers of Blood, Years of Darkness" is such a remarkable document that I alert you to it and hope that Bantam distributes a great many copies all over the country beginning next month.

I see it as a more important book than Manchester's "The Death of a President," which it resembles in the meticulousness of its research, narrative power, and emotion. This is the story of the Watts riots of August, 1965, set down on an hour by hour basis by Robert Conot, a young journalist and novelist, who has been working on the book since that time.

Watts has been covered before, but in fragmented fashion, or from specific points of view. This is the first detached analysis of what the author describes as "the fire this time," from

the moment when young Marquette Frye was stopped by a motorcycle officer on an Avalon Boulevard for suspected drunken driving, setting off a chain reaction of astonishing resentment and violence.

The author interviewed nearly 1,000 persons who in one way or another were involved in the riots; he reviewed the statements of

some 500 others. It is an eminently fair piece of interpretative reporting in which Conot is critical of some individual Negro actions during the emergency as he is of the police. He is uncompromising by the way, in his use of the language and epithets of the ghetto subculture.

Conot sees the Watts affair as significant — a turning point in Negro-white relations in this country as John Brown's raid on Harpers Ferry was in the drive against slavery. He explains: "In Los Angeles the Negro was going on record

that he would no longer turn the other cheek. That, frustrated and goaded, he would strike back, whether the response of violence was an appropriate one or not."

He makes the point that the riot placed on record that the Negro has become a power in the cities, a power that by 1960 will be able to control many of our major cities. More than any document I have seen, the book brings into focus "the two Americas" — the massive pattern of segregation in urban areas.

"You treat people like you does," one participant in the tragedy is quoted, "you got to expect they're gonna bite sometime."

The author hopes the lessons of Los Angeles are being studied and acted on; a reader hopes that copies of Conot's brilliantly organized and impressive work fall into the hands of mayors and other officials of every American city. For the volatile social chemicals which flared in Watts are hardly yet under control.